

The Bypass will be partially controlled access to limit the amount of driveways. This will help to keep the movement of traffic flowing. ***It is also recommended, if commercial or industrial businesses locate onto the abutting property, that a site layout plan be required. A well designed site layout plan will funnel traffic into these properties quicker.*** Layouts designed in this way will discourage traffic backups and continue to allow the corridor to operate as a major thoroughfare. See Chapter 2 - Functional Classification for the definition of a major thoroughfare.

Farmville also has a US 258 Truck Route. The truck route presently runs on the following town streets. They are Turnage Street, Pine Street and Fields Street. These streets border the industrial and residential areas. This route provides an access for trucks to the industrial businesses along this corridor. Presently three percent of the ADT are multi-axle trucks. Likewise this route provides an access for most of the 2029 employees working in zones 11 and 12. (See Table B3 and Figure B2) ***It is recommended that a four lane connector from Turnage Street to Fields Street be built in the right-of-way of the abandoned railroad. This will provide better flow and traffic movement. It is also recommended that Fields Street be widened from two lanes to five lanes because by the design year this corridor exceeds practical capacity.***

US 264 Alternate

This is the old route for US 264. It stretches northwest to southeast on the south side of Farmville. ***US 264A should be widened from two lanes to five lanes at the present lane drop location near SR 1221. This section of roadway is about 1,600 feet. It extends from the shopping center to the intersection of SR 1221. This small section exceeds practical capacity.*** Otherwise, no improvements are recommended.

NC 121, Wilson Street, and SR 1139

These facilities provide a east-west movement through the center of Farmville. The facility begins at US 264A at its most westerly point and ends at US 13 at its most easterly point. No improvements are recommended for these facilities.

Stantonsburg Road (SR 1200)

This route is located north of US 264 from US 258 to the East Farmville Urban Area boundary. It was the most popular route used to reach the North Greenville Hospital area before the construction of US 264 Freeway. No improvements are recommended for this route.

Wesley Church Road (SR 1221)

This route from US 264 Freeway to US 264A was also on the 1979